

April 2014

2014 Schedule of Meetings:

No meetings Jan.-Feb. Next meeting Mar. 5th, then Apr. 2nd, May 7th, June 4th, July 2nd, Aug. 6th, Sept. 3rd, Oct. 1st, Nov. 5th, and Dec. 3rd.

Doors open at 7:30 p.m., meeting starts 8 p.m., at the Rockwood Public Library (inside Eramosa Community Centre) at 85 Christie Street (near corner Christie Street and Main Street North Wellington Road 27, Rockwood, On. NoB 2Ko.

Annual Membership Dues:

Regular 'early bird' \$10 (before Jan. 1) or \$12 after, can save \$4 by paying 2 yrs in Dec. 2012.

Couple \$12

Junior (14 to age 18) \$5

Under 14 Free

Membership Contact:

c/o: Scott Douglas, 273 Mill St., East Acton Ontario L7J 1J7 Contact: (519) 821-6379 E-mail: swcs@rogers.com

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South Wellington
Coin Society



The Wellington Circular

South Wellington Coin Society founded 1997

Volume 17, Issue 3

**NEXT MEETING DATE:
WEDNESDAY, APRIL 2ND, 2014**



President's Message

Our next meeting is Wednesday, **April 2nd, 2014!** Our speaker will be **Sean Sinclair** on Iceland (this was previously scheduled for our Nov. 2013 meeting but due to technical difficulties it had to be deferred). As well, if we are lucky, **Mike Hollingshead** might have made some interesting discoveries during his three months in Cuba, that he may share with us.

Our SWCS Annual Spring Coin Show is Saturday, April 12th, 2014 and our SWCS spring and fall shows are booked right through to the and including the fall 2017 (see notice inside this issue). SWCS long reputation of successful shows continues due to the valuable support of its members!

If you didn't renew by our Mar. 2014 meeting, please ensure you bring your 2014 dues to our April meeting. Cheers! **John** (johnsemedo99@gmail.com / 519-821-6379)

1852 Ket Forint

Beautifully engraved certificate from Ket Forint dated 1852. **See this meeting's auction list as one of these is listed.** This historic document was printed by Toppan, Carpenter, Casilear & Company and has an ornate border around it with a vignette of an allegorical woman leaning against a shield.



This item has a printed signature and is over 155 years old, written in Hungarian. Independent Hungarian Government: The revolution of March 15, 1848 was a milestone in the history of revolutions in Europe. Bowing to pressure from the masses, the Hungarian Diet accepted most of the revolutionaries' demands, including the liberation of the serfs, equality before the law, freedom of the press and an independent Hungarian government. In September 1848 the imperial Austrian government launched an armed attack on Hungary in order to crush the revolution and do away with its achievements which had earlier been approved by the emperor. The Hungarian revolution that began with such hopes in March, 1848, ended in blood in August of 1849. It was the longest of all the European revolutions of the mid-19th century. Its failure was due mainly to the fact that its leaders, in spite of idealism and liberal ideas, had not found a solution to the problem of nationalism. Inspired by a romantic patriotism and blinded by their own enthusiasm in creating a Hungarian state both national and independent, they alienated the ethnic minorities who were themselves awakening to their own national identities. In their rush to destroy the traditional structures, the revolutionaries put a match to the powder keg of central Europe and cleared the way for open conflict between the different nationalities. In the short run, the revolutions of 1848 appeared to have failed without exception. The framework created by the Congress of Vienna appeared to have remained intact, despite the absence of Metternich. Viewed from a different angle, however, the revolutions left their mark. Some important reforms passed by the revolutionary regimes remained: feudalism was definitively abolished and the equal rights of all Austrian subjects proclaimed. And a problem that had never troubled the Habsburgs before had been raised. The questions of relations between the different nationalities and of nationalism itself were to trouble the Austrian Empire up to its dissolution.



The Wellington Circular

**Meeting Set-up /
Clean-up:**
Gord Tarzwell and Club
Members present at meeting

**Food & Beverages at
Meetings:**
Mel Brown

Auction Runner:
Ryan Zmija

**Newsletter
Editor**



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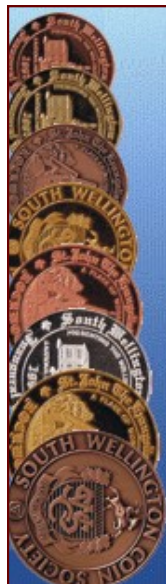
Send pictures in jpg, files in doc,
xls, pdf, wpd, or email body.

Articles of the upcoming
newsletters are due to the Editor
by no later than the 15th of the
current month.

Advertising space will be
accommodated where space is
available.

Annual Membership:
\$10

SWCS:
Was founded in March 1997.



*South Wellington
Coin Society*

Contact Mike Hollingshead
cholling@uoguelph.ca
519-823-2646

SOUTH WELLINGTON COIN SOCIETY ANNOUNCES THEIR UPCOMING COIN SHOW DATES:

Spring: Saturday April 12 2014 | Fall: Saturday September 27 2014

*Commencing 2015 shows will be held:
1st Saturday in May and 4th Saturday in September in perpetuity.*

Spring: Saturday May 2 2015 | Fall: Saturday September 26 2015

Spring: Saturday May 7 2016 | Fall: Saturday September 24 2016

Spring: Saturday May 6 2017 | Fall: Saturday September 23 2017

**Shows continue to be held at Colonel John McCrae Legion,
57 Watson Parkway, Guelph, ON N1L 1E3**

SWCS NEW EXECUTIVE

Term of Office: **July 1, 2012—June 30, 2015**

President / Director: **John Semedo** johnsemedo99@gmail.com 519-821-6379

Vice-President / Archivist / Director: **Scott Douglas** 519-853-3812

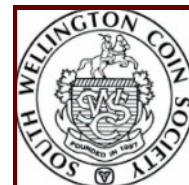
Past-President / Show Chairman / Director: **Mike Hollingshead**

Secretary / Director: **Robin Semedo** 519-821-6379

Treasurer / Director / E-mailing Newsletter: **Len Kuenzig**, lenkuenzig@yahoo.ca,
P. O. Box 21018, Meadowvale P.O. Mississauga, On. L5N 6A2.

Auction Chairman / Club Medals / Director: **Lowell Wierstra**
519-824-6534, ljwierstra@rogers.com

Hospitality / Director: **Mel Brown**
Director Emeritus: **Robert Zmija**



Highlights of Last Meeting reported by **Peter Becker** (who was kind enough to take notes for us—thanks **Peter**!)

Here's SWCS March 5th report for your newsletter: There were 14 members in attendance including **Royal Canadian Numismatic Association** South-Western Ontario Director **Brent Mackie** and **Ontario Numismatic Association** Area 5 Director **Sean Sinclair**. Noticeably absent following a two month slumber were **Mike Hollingshead**, Treasurer **Len Kuenzig**, and Secretary **Robin Semedo**, however Vice-President **Scott Douglas** aptly handled running of the meeting while President **John Semedo** juggled most of the other activities and functions such as membership renewals and draw tickets. For those still in voluntary hibernation or out of country (hopefully somewhere way warmer than here!), you missed an entertaining yet often candid meeting that ran later than normal because we were having too much fun.

Membership Draw: Climbs to \$15 for April as **Anton Pavlis** was unavailable to collect.

Door Prize Winners & King Arthur's Treasure: King Arthur's Treasure - 55 items and the winner was **Ernie Blair**. Door Prizes: Assortment of items ranging from a couple of PL sets, a specimen set, a Bermuda first decimal set and February 2014 monthly issue of Coin World. The winners were **Lowell, Gerry, John, George and Mel**.

Auction: 100% Donation Auction "All Proceeds To The Club" - Those who didn't make the trip missed out on a great deal of bargains and value priced items. Naturally there was some expected fierce competitive friendly bidding and we got a lesson on bidding with your fingers. **Scott Douglas** aided by **Peter Becker, John Semedo** and **Lowell Wierstra** kept everyone entertained while they opened their wallets and purses for a good cause. You just had to be there to witness the highlights as some of them would take a lot of explaining. **Lowell** shared that while he is always in need of material for upcoming auctions, April's will again be an "All Proceeds To The Club" auction.

The commission charged to consignors: Sold for under \$20, auction fee is 25 cents and items sold for over \$20 fee is \$1. Pretty simple. No buyers premium, no sales tax. Bring your items to consign to the



meeting or contact **Lowell** at ljwiestra@rogers.com or phone 519-824-6534!

Education Program: Excellent detailed presentation by **Scott Douglas** with the aid of PowerPoint on tokens related to the Temperance movement and prohibition in Ontario. **Scott** was thoughtful to include local connections and personal stories tied in to Acton, Guelph, Elora and Fergus as well as sharing some information on Owen Sound. Always entertaining as well as educational, the knowledge and experiences conveyed by **Scott** were appreciated and well received.

New Business:

New nametags with magnetic backings (blue with **SWCS** logo and name) first mentioned in 2013 were made available for the first time much to the delight of members who proudly wore them. As with the old style, these need to be returned at the end of the meeting so they will be available again the next time you visit.

Brent Mackie, Treasurer for both the **ONA** and **WCS** (who is quickly becoming well known as one of the friendliest 'collection agents' you'll ever have the pleasure of dealing with), has been authorized to accept new membership applications or 2014 renewals for the **ONA, RCNA, CPMS, CTCCC** and **WCS** as a convenient option for those who don't make electronic payments.

The **ONA** announced last year their plan to offer some assistance to clubs with their 2015 dues payments in a show of appreciation for their support in the form of a \$1.00 deduction for each new membership or 2014 renewal up to a maximum of \$25. All you have to remember is to designate a member club as your home club at the time your form is filled out. For those with multiple memberships pick our best choice.

Very lively discussion regarding recent coin shows' (**CAND, SWON, TOREX**) low attendance, consumer spending and the effect of major auctions on dealer sales. The importance of supporting host clubs, organizers and dealers was stressed as they play an important part to the stability and future growth of the hobby. Many of the same dealers setting up at our spring and fall shows in Guelph attend these major shows. **Peter Becker** shared that while it can sometimes be a challenge to find what you are looking for despite the large inventory of

numismatic material, there are plenty of other reasons to put on the few extra miles. Aside from meeting up with far away friends and sharing your latest acquisition/collection stories, it's also a great opportunity to promote your club and activities. Most show organizers set up a table for flyers. Carpooling can be a lot of fun and cut down on expenses, so plan ahead and make the most of your day. You just never know exactly what will await you at the next show!

Updates on the **2014 ONA Convention** hosted by the **Windsor Coin Club** were given by **Sean Sinclair**. All premium medals (40 brass, 40 silver) are sold out. Less than 50 main registration packages (includes copper convention medal, VIP access, welcome reception, hospitality suite and more) are available which can be purchased online along with special rates for Spousal and YNs and a delicious Saturday night Banquet. Other alternatives are a separate Bourse Floor Pass for \$15 (included with registration packages) which allows exclusive access Friday afternoon and prior to opening for the public on Saturday & Sunday or purchasing a daily admission of only \$2.00. **SWCS** was encouraged to send a representative and although there will be no onsite auction this year, many of the traditional events, meetings and activities are planned.

Visit www.the-ona.ca/2014 or www.windsorcoinclub.com.

In addition to getting ready for the big weekend, **ONA** officials are busy planning for 2015 and hope to announce many of the details at the annual general meeting in Windsor April 5. Most notable is the location of the **ONA** run convention, that it will be held in Niagara Falls April 17-19 at the Crowne Plaza Hotel. An invitation has gone out to member clubs for medal design submissions with a deadline of March 15. While the 'honeymoon' capital of Canada has played host to annual coin shows and back to back **RCNA** conventions in 2006 and 2007, it has been over two decades since the **ONA** stepped foot in this location.

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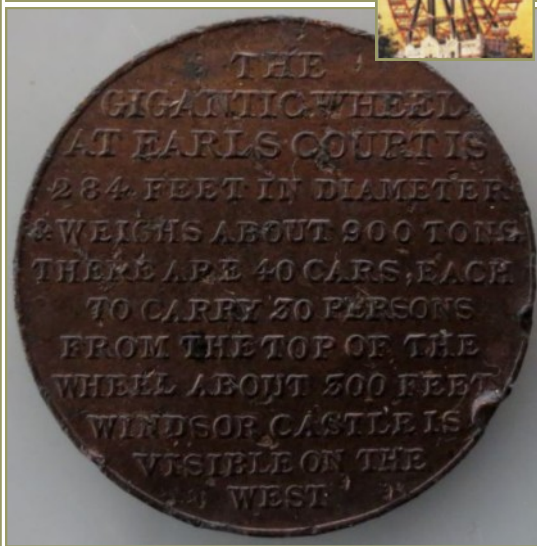
Earl's Court Big Wheel!



This wheel was the Victorian / Edwardian forerunner of the London Eye. The Earl's Court Gigantic Wheel was in operation from 1895 until October 1906. The design of the Earl's Court Wheel was made by J. J. Webster and called heavily on photographs of the original Ferris wheel. Ten of the forty cars were furnished with easy chairs and settees for first-class passengers who paid twice the general fare and half of these were reserved for non-smokers.

Medals were issued for each year the wheel was in existence. In a bronze colour, but with copper tones coming through on the high points. Measures 32mm in diameter and is approximately 2mm in depth.

The obverse / front of the medal has an image of the wheel, nicely detailed and in slight relief with around the inner edge: **GIGANTIC WHEEL EARL'S COURT**. Under the image of the wheel in small letters is: **MB. 1903 LD.**



The reverse of the medal has all the details of the structure: **THE GIGANTIC WHEEL AT EARL'S COURT IS 284 FEET IN DIAMETER AND WEIGHS ABOUT 900 TONS. THERE ARE 40 CARS, EACH TO CARRY 30 PERSONS. FROM THE TOP OF THE WHEEL ABOUT 300 FEET, WINDSOR CASTLE IS VISIBLE ON THE WEST**

There is one of these medals featured in our auction this month. See page 12.



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THE ENGINEER.

APRIL 20, 1894.

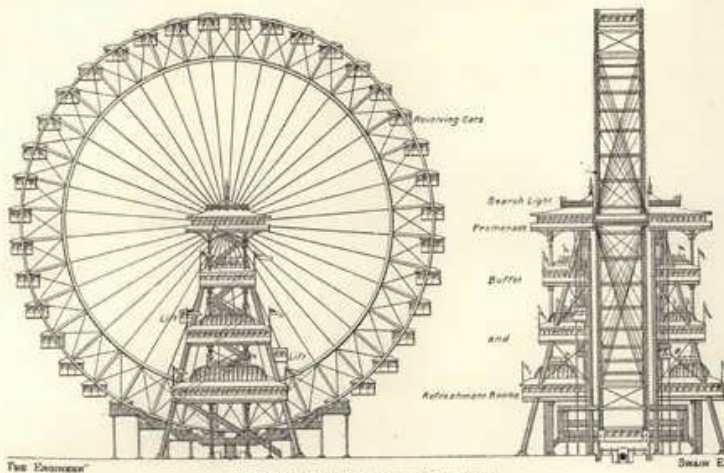
The storage of high temperature heat differs from the storage of high-level water or high-pressure gas, in this respect, that the thing stored is energy and not substance. The cases of stored high-pressure or high-level matter are comparatively simple; work can be got out of such matter until its level or pressure is the average level or pressure; no further, because beyond that they are not transferable. That their quantity should remain constant during the operation is natural, nobody imagines that the water or gas or steam is converted into work. The temptation to regard the storage of high-temperature heat as a similar case was strong, but fortunately it has been resisted. The thing stored in that case is itself energy, and is actually consumed in the act of doing work, that is, is transformed into other kinds of energy.

But still the question of its transferability is as vital as in the other cases. So long as heat is transferable it is available for working purposes. Directly a body possessing it is at the ordinary temperature it ceases to be transferable, and is therefore unavailable. Its "motivity" or "working power," has disappeared.

Whatever work can be got out of a body at the ordinary surrounding temperature (and plenty can be got, as for instance, out of springs, compressed air, and gunpowder), it is obtained not from heat energy proper, but from some other form of energy. Energy not controlled by or dependent on temperature, and transferable in quite other ways.

THE GIGANTIC WHEEL.

A COMPANY has been formed under the name of "The Gigantic Wheel and Recreation Towers Co., Limited," to construct and work a wheel somewhat similar to the celebrated Ferris wheel. It is to be erected at Earl's Court Exhibition, and the first length of one of the legs for the towers was placed in position this week. The general design of the whole structure is by Lieutenant J. W. Graydon, and the contract has been taken by Mr. W. B. Basset, managing director of Messrs. Maudslay, Sons, and Field, who is



represented on the works by Mr. Efford. The wheel will be on the site occupied by the lighthouse last year, and the constructors hope to have it in working order by the end of June. It is to be 200ft. diameter, whilst the diameter of the Ferris wheel was 250ft., and it will have accommodation for 1600 people, instead of 1368.

But it is not only in size that the "Gigantic" differs from the "Ferris." If our readers will compare the accompanying illustration with that of the American wheel in THE ENGINEER of July 25th, 1893, page 83, they will see that the structures which carry the axle-bearings are very different in appearance. The English wheel will be carried on two towers, 175ft. high, having on their tops, and at intermediate stages, saloons, surrounded on three sides by balconies. Communication with the top of these towers will be by lifts as well as by staircases, and they will be connected by a passage running through the axle of the wheel. This is to be 7ft. diameter, and will be built up of mild steel bars and plates; whilst in the Ferris wheel the axle is a solid steel forging, 32in. diameter and 30in. in length.

Another great point of dissimilarity is in the manner of driving. On the Chicago wheel there was a circular cast iron spur rack, with teeth 24in. pitch, actuated by a chain, which was driven from a steam engine. The new wheel is to be driven by a steel wire hawser 1 1/2in. diameter. There will be two of these, one on either side, passing round grooves on the sides of the wheel, at 15ft. diameter; but it is only intended to use one at a time. The motive power will be taken from two 50-H.P. dynamos, and of these also it is calculated that one will be sufficient, and the other merely in reserve. The electric force for these dynamos will be supplied by Messrs. C. U. Fryer and Co., who, as in former years, have the contract for lighting the buildings and grounds; and the directors propose to introduce some novel effects in the way of lighting up the wheel by electricity.

The towers are being made and erected by the Arrol's Bridge and Roof Company, of Glasgow. Each tower stands on four concrete blocks, 15ft. deep, 15ft. square at top, and 12ft. by 12ft. at the bottom. The ground excavated is of firm compact sand, mixed with shingle. Each leg will be held to its concrete base by eight steel bolts 2 1/2in. diameter and 12ft. long. The sheer legs, with which Messrs. Arrol have commenced to erect the towers, are themselves an interesting

example of light girder work. Each leg is 24ft. long, 34in. square in the middle, and tapering to 16in. square at each end. They are formed of four 34in. by 34in. by 1/2in. angles, joined by 2 1/2in. by 1/2in. bars, stiffened by 1/2in. plates at intervals. They stand 24ft. apart at the foot, and 5ft. at the head, where they are joined by a cross-piece. The first length of the tower leg which has just been erected is 5ft. 2in. by 4ft. by 4ft. It forms a box girder, with 6in. by 6in. by 1/2in. angles and 1/2in. plates, with a 1/2in. by 2 1/2in. by 1/2in. T stiffener on each side, and cross plates every 4ft.

The axle is being made at Messrs. Maudslay's works in Lambeth, and the order for the carriages has been given to Messrs. Brown, Marshall, and Co., of Birmingham. Of these there are to be forty, each 25ft. long, 15ft. wide, and 10ft. high, accommodating forty passengers. There will be eight stages from which they can be entered, so that the wheel will stop five times during each revolution, which will take about twenty minutes. The steel for the whole structure has been ordered, and is now being rolled by Messrs. Wm. Beardmore and Sons, of Glasgow. We are glad to hear that the erection of the wheel has been approved by the London County Council, who might otherwise, when the work was finished, declare it to be a "sky-sign." The Gigantic Wheel will not be the only special attraction at the Earl's Court Industrial Exhibition. Captain Boyton's entertainment of last year is to be repeated, but with steel shoots—or chutes—and steel boats.

HARBOURS AND WATERWAYS.

Methil.—The contract for the new dock which the North British Railway Company are going to construct from the plans of Messrs. Cunningham and Lynch, at a cost of about £200,000, has been let to Mr. John Jackson, of Westminster, and preparations have been made for commencing the work.

Liverpool.—The Mersey Dock Board have given instructions for an extension northwards of the Prince's Landing Stage for a length of 400ft., and the construction of a new jetty from the south side of the south entrance to the Prince's Half-Tide Dock to the north end of the floating landing-stage as extended, and for a bridge to connect the stage and jetty; also railway lines in connection with the jetty having a

years' purchase of the average net income of the last three years. It is contended that as the Corporation can borrow at 3 or 3 1/2 per cent, this should be sufficient to prevent the possibility of aid from the rates. The opponents of the scheme point out that, although the Buta Docks are now well managed, they only yield 2 1/2 per cent., and that it is not likely a public Trust would manage them to any greater profit. One difficulty to be got over will be the determination as to what land is to pass to the Trust as belonging to the docks apart from that now actually in use, and the price to be paid for this. The land adjacent to the docks has a large prospective value as building land, and while the Trust would not be justified in paying building price for it, the owners would be reluctant to part with it on other terms. Satisfactorily as the matter has advanced so far, the real difficulty will commence when definite terms come to be settled with the numerous interests involved; and if the Corporation, when the matter comes before them, decide to pledge the rates of the town and proceed in the matter, the task which the committee will have to perform is no light one. In the meantime the Bill for the new dock at Cardiff is to be proceeded with.

Navigation Congress.—The next meeting of the International Congress on Navigation is to be held at The Hague during the present year. The last meeting of this Congress was at Paris in 1892. The subjects to be considered are—(1) Construction of canals which allow a rapid transit. (2) Equipment of ports. (3) Prevention of blockades of ice. (4) Locomotion on canals and rivers. (5) Dues on navigable waters. (6) Relations between the profile of rivers and the depth of their channels. (7) Regulation of rivers for low water.

Galveston.—Attention has been directed to this port from the fact of the arrival of the steamship Finbury at Manchester with a cargo of cotton from Galveston. Galveston stands only second in New Orleans in the amount of cotton exported. It is situated in the Gulf of Mexico, and its harbour is very extensive, but the channel is obstructed by a bar which used to have 11ft. over it. Congress has from time to time voted very large sums for the improvement of the channel, amounting altogether to nearly three-quarters of a million pounds, and a considerable amount is yet required to complete the works. About two miles of jetties have been carried out from the shore, the southern pier starting from the east end of Galveston and the other from Bolivar Point on the opposite side. These piers are constructed of fascines, mattresses and stone. Piles are first driven and then mattresses work is sunk between them. On this, boxes made of wood, and basket work, 12ft. long by 6ft. wide and 6ft. high, have been placed. These boxes, after being floated into their place, are sunk by pumping in sand. The depth of water over the bar is reported to have increased to 10ft.

Canals.—The report of the Leeds and Liverpool Canal shows that during the past year nearly ten miles of canal bank had been rebuilt or protected; about 3 1/2 miles of the canal had been deepened; and that the new reservoir at Winterburn had been of great service during the past dry season. The coal strike caused a loss of £5000, and ice-breaking entailed a loss of £1240. Notwithstanding the depressed condition of trade, the tonnage carried by the company's boats had increased. The dividend for the year amounted to 2 1/2 per cent. The chairman, at the meeting of the proprietors, spoke in very strong terms of the way in which they were being treated by Parliament in reducing their tolls. The action of the Board of Trade and Parliament in respect of canals he considered not only prejudicial but contrary to public advantage. They had invested a large amount of money under powers obtained from Parliament in improving their canal, on the faith that the tolls and charges allowed by Parliament would not be altered. But during the recent railway and canal rate agitation the Board of Trade and Parliament had assumed a hostile attitude towards these undertakings. After a long and continued struggle during several months, and after spending nearly £4000 in costs and incurring an incredible amount of labour, they had emerged from the struggle with the satisfaction of knowing that they had saved from absolute confiscation four-sevenths of the amount which had been sought to wrest from them, and almost half of which the Board of Trade proposed that they should lose.

Birmingham Canal.—At the General Assembly of the proprietors of this canal the chairman had the same complaint to make as to their treatment by the Board of Trade. The Board had been enabled to satisfy the Joint Committee of Parliament that if the proposal of the Board of Trade, as formulated in the Provisional Order, were enforced, it would entail an annual loss to the company of upwards of £35,000. Owing to the heavy loss which would have arisen if the schedule of tolls proposed by the Board of Trade had come in force, the London and North-Western Railway Company, who are under obligation to make up any deficiency in the annual dividend, declined to extend the guarantee to the new capital required for works of improvement, and these, therefore, had to be withdrawn. The balance available for dividend was £17,172, and the amount required to make up the dividend which had to be provided by the London and North-Western Railway was £31,618. The traffic on this canal had suffered severely from the coal strike.

Forth and Clyde Ship Canal.—This scheme is once more being brought to the front, and a meeting has been held at Edinburgh, when the advocates and opponents had an opportunity of expressing their views. The meeting was anything but unanimous, one section advocating immediate action, and the other a waiting policy until the result of the working of the Manchester Ship Canal was better known. Two rival schemes were also advocated—one for making a canal from the Firth of Forth near Alloa, passing by Stirling to Loch Lomond, and thence from Tarbert to Arbroath, a length of 54 miles, with two locks, at an estimated cost of £8,000,000. The other commencing at Grangemouth, and passing nearly along the line of the present canal to the valley of the Kelvin, down which it would proceed to the Clyde. The length of this canal would be 29 miles, with a rise of 90ft. and twelve locks, estimated cost £7,000,000. The advocates of the shorter route claim, first, the advantage that it would be in immediate communication with Glasgow, while by the other route vessels would have to go a long way round to get there; on the other hand, there are the locks to contend with, and the difficulty of obtaining water for them. It was also stated as regards the estimated cost of the shorter route, that if prices were calculated on the same basis as the longer one, the cost would mount up to £15,000,000. The time occupied in passing through the direct route is put at twelve hours, owing to the locks, as against eight by the longer way.

junction with the dock lines of railway. The estimated cost of the work is £130,000. The quay of the Egerton Dock at Birkenhead is also to be raised and additional shodding erected thereon; the quay of the Hornby Dock is to be treated in the same manner, and a shed 200ft. long is to be erected there. These works are estimated to cost £64,830. The extension of the loading-stage has become necessary owing to the constantly increasing coalwise traffic, and the joining it with the railway system will prove of great convenience in the transfer and conveyance of goods.

King's Lynn.—The report of the half-yearly meeting of this dock company shows that there has been considerable extension of the traffic for the last half year, the receipts showing an increase of nearly 31 per cent. over the corresponding time of the previous year. The directors are enabled to pay the full dividend on the preference stock and 1 per cent. for the year on the original stock, which has not received any dividends for several years.

Boston.—The trade at Boston Dock also shows a considerable increase over the previous year, the imports being 35 per cent. greater.

Milford.—The tonnage of vessels entering the dock during the last half-year was 107,680, as against 133,877 in the corresponding six months of 1893.

Cardiff.—The scheme for forming a Harbour Trust and consolidating all the dock interests in this neighbourhood is taking a definite form. The committee appointed by the Cardiff Corporation have had interviews with Sir W. T. Lewis as the representative of Lord Bute, of the Buta Docks Company, and the Glamorgan Canal Company; with the representative of Lord Tredegar, who is the owner of a large area of land adjoining the docks; the agent of Lord Windsor, another owner of dock land; the Penarth Dock Company, the Taff Vale Railway Directors, and the Barry Dock Directors. In none of these interviews did the representatives of the owners concerned express themselves as hostile to such a scheme provided proper terms could be arranged. Two points were, however, made clear—one that no terms would be agreed to on the part of the owners unless the rates of Cardiff were pledged as security for the payment of the interest on the purchase money; and the other that the only terms on which the Corporation would proceed with the matter were on the basis of twenty-five

APRIL 20, 1894.

THE ENGINEER.

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CARNOT AND MODERN HEAT.

By DR. OLIVER LODGE, F.R.S.

No. XL.

ON THE MEANING OF TEMPERATURE, AND HOW IT IS THAT TEMPERATURE DETERMINES EFFICIENCY.

The whole of material activity is caused by the transference of energy from one body to another. So long as energy is not transferred it is inactive. To make it effective, it must be handed on or transferred. For instance, so long as a weight remains raised or a low bent, so long as steam is shut up in a boiler, no work is being done; activity begins when energy is passed on from one body to another.

Wherever energy exists in the mechanical form, of which the two principal varieties are motion and strain, the act of transfer is technically styled "work;" and the work done is a measure of the amount of energy transferred.

The performance of work necessarily involves a moving stress, a stress between two bodies moving in the direction of their forces; and the rate of work or "the activity" or "power" is equal to the product of either force into the velocity of its point of application. Since the two forces of a stress are always equal and opposite, and since the two immediately acting bodies are always moving at the same pace, it follows that there is no resultant work done on the whole, but that one body gains in energy what the other loses.

So much for the transference of energy when in the mechanical form. But energy may take other forms, such as electrical, chemical and thermal; and the act of transference of these forms is not usually styled "work." Consider the case of electrostatic energy.

Two electrified spheres can share their energies if they are connected by a thin wire until—not until they have equal amounts, but until they are reduced to the same potential. It is this property, "potential," which determines the transfer; and electricity tends to flow from high to low potential just as much, and under about the same limitations, as water tends to flow from high to low level, or steam from high to low pressure.

Next, consider thermal energy. Two hot bodies can share their energies if they are put near or touching each other, until they reach the same temperature—not until they contain equal quantities of heat. It is not quantity of heat, but temperature, which determines the transfer; heat tends to flow from places of high to places of low temperature, and never by conduction in any other way.

Since transfer of energy is essential to activity, and since temperature is the thing which determines the transfer of heat energy, it follows that temperature is the thing which determines the activity or power to be derived from heat energy.

But this is not the conclusion of the whole matter. The transference of heat as heat is not mechanical, and is not accompanied by work; it is a purely thermal process, nor would it have a mechanical significance save for the fact that heat energy in suitable and suitably-circumstanced bodies may some of it take a mechanical form; and such bodies can therefore be made to do work by passing on their energy in this form instead of simply in the form of heat.

With whatever energy remains in the form of heat they can do no work, but with that which has changed its form into mechanical energy, and been so transferred, work must have been done in the process. Substances adapted for the conversion of heat into mechanical energy are called working substances, and contrivances whereby these substances are enabled to pass on their mechanical energy in a mechanical manner constitute the invention of heat engines.

By "suitable and suitably-circumstanced bodies" are meant substances able to expand or to increase in pressure considerably on the reception of heat, substances therefore contained in a closed or otherwise regulated vessel, not freely open to space.

The mechanical form which heat energy most readily takes is the pressure energy of compressed gases or vapours, and the measure of their energy is $p v$; or, more exactly, $\int p dv$, the product of their pressure and volume;

for it is by expansion against external pressure that they are enabled to do work, and no other way of getting work out of them is at present seriously contemplated by engineers.

The above expression for the mechanical portion of heat energy, $\int p dv$, assumes the practical possibility of

infinite automatic expansion, which would be feasible only if we lived in a vacuum. It might, therefore, appear that the extent of feasible expansion is controlled by the average surrounding pressure, viz., the atmosphere, and that we ought to write the expression for available energy

as $\int_{p_0}^p p dv$, where the expansion is to occur from the actual pressure p to the atmospheric pressure p_0 .

But this incorrectly assumes the necessity of conducting the operation in vessels open to the atmosphere; whereas in closed vessels work can be got out of vapours at far below atmospheric pressure, witness the low-pressure step towards becoming a branch of dynamics, and one domain of our ignorance will have been encroached upon.

Whatever disability thus attaches to the term heat, precisely the same attaches to the term temperature. The two things are inseparably united, and light thrown upon one will illuminate the other.

As I have elsewhere* expressed it, "the very terms 'heat' and 'temperature' are undynamical blinkers appropriate to the consideration of particles in the lump."

It will be convenient to make some further quotations

haunted. Hence the expression for available heat energy is determined either by the lowest pressure or by the lowest temperature available; and in the latter case it

might be written $\int_{T_0}^T p dv$, where the expansion is to occur from the actual temperature T to the average or surrounding temperature T_0 .

So much for the energy of the working substance intrinsically possessed in its initial condition; but now consider the possibility of supplying it with more. Why not warm it up, and thus enable it to expand afresh? The simple criterion as to whether heat can be supplied to it or not, is whether there exists a source of a higher temperature. If a body at higher temperature be applied to it, heat will flow in and will enable more work to be done. So long as heat is supplied, expansion can proceed without limit, and when the supply is cut off, the substance has still its intrinsic available energy wherewith it can expand down to ordinary temperature or pressure.

Now comes the question of bringing it back again so as to enable it to go through the same changes again and again; this bringing back demands the expenditure of mechanical energy, and the expulsion of the unavailable or waste heat. The most economical compression, that is the compression which demands least work, is compression at the lowest practicable temperature, viz., along the atmospheric isothermal; and the lower this temperature is, the less back-work need be done. The waste heat must be withdrawn, because otherwise the substance cannot be restored to its old state; but this is a matter concerning "entropy" deserving of a separate article.

Thus temperature determines efficiency simply because it is that which determines the possibility and the direction of the transfer of heat energy.

If it be asked, thinking of molecular movements, why or by what process does temperature determine energy transfer, the answer is not so easy. But the question is a hind-before one. It is not easy to say on the molecular theory of bodies what precise variety of motion constitutes temperature. We do not know whether it depends on molecular motion of translation, or of rotation, or of vibration, or of all three; and if we had to define temperature from this point of view, the task would be a difficult one.

But the definition of temperature depends on none of these questions; an answer to them may possibly be given in terms of our definition of temperature, but this definition must be made on quite other and simpler grounds. Temperature is that which determines the transfer of heat. Whatever urges heat from place to place, that is difference of temperature; and the steeper the temperature gradient the more rapidly the heat flows, other things being the same. If any kind of molecular motion is ineffective towards the locomotion of heat energy, then that kind of motion is not to be included under those which constitute temperature. If any kind of heat motion does tend to be transmitted along a chain of molecules, then that does constitute temperature, to the precise extent to which it contributes to heat transfer. The molecular theory of the conduction of heat must be complete before the molecular theory of temperature is complete. The one theory embraces the other.

We have just spoken of heat motion. If the motion to be transmitted is not that which constitutes heat, then the thing which controls its transfer is not temperature. Thus, for instance, a wind or other stream of fluid tends to spread or diffuse itself out laterally, and its diffusion has nothing to do with temperature; but then neither has its motion anything to do with heat.

All material motion is motion of molecules in one sense, but wherever it is associated with appreciable momentum, or moment of momentum, it is not heat. Motion of a railway train, of a bullet, of a river, of a spinning top, or of a fly-wheel, is not heat. Nor is the motion of a tuning-fork or a vibrating shaft. Heat motion is essentially the intangible motion of particles whose phases and modes cannot be discriminated. Visible and perceptible motion is not to be included. The quiver of a sounding body approaches nearest to heat motion in its intimate character, but the fact that it is possible to point out nodes and ventral segments, the fact that it is possible to attach mirrors to reflect light, or beads to be seen through a microscope, the fact that it is possible to describe the motion and to draw curves to represent it—these facts form sufficient ground whereon to deny the applicability of the term heat. Heat motion must not appeal to us as motion at all, or, if we know it to be motion, it must be of a perfectly irregular inaccessible ultra-microscopic kind, and only amenable to law through the statistical doctrine of averages. Any perception of an individual character about the motion of molecules, any discrimination or regularity detected in it, at once suffices to remove the so regulated movement from the domain of heat.

It will be said that this bases the definition of heat upon our ignorance and incapacity. So it does. It is most true. Heat is a term invented and used to cover our ignorance, and the science of heat enables us to deal in a manner precisely with what would otherwise be beyond our definite control.

The laws of heat are the laws of the irregular and intangible motion of particles of matter too small to be individually dealt with. If ever they come to be dealt with individually, or if otherwise their motion comes to be discriminated, then the science of heat will have made a step towards becoming a branch of dynamics, and one domain of our ignorance will have been encroached upon.

Whatever disability thus attaches to the term heat, precisely the same attaches to the term temperature. The two things are inseparably united, and light thrown upon one will illuminate the other.

As I have elsewhere* expressed it, "the very terms 'heat' and 'temperature' are undynamical blinkers appropriate to the consideration of particles in the lump."

It will be convenient to make some further quotations

from that *Philosophical Magazine* article, because it explains distinctly how it happens that temperature and efficiency are so intimately connected, and it traces the analogies and the differences between heat and other forms of energy.

The idea of potential energy belongs to the temporary order of ideas, to which the dissipation of energy and the second law of thermodynamics belong, and is appropriate to the present period when we have not yet learnt how to deal with molecules individually.

The kinetic energy of a set of gas molecules is only really available when it is combined with momentum or angular momentum, i.e., when the motion of a majority of molecules has the same sign, lateral or their angular velocity; in other words, when there is a wind or cyclone. A stream of particles can be utilized, as by a windmill or a Pelton water-wheel, and that is an example of available kinetic energy. But usually the energy of fluids can only be utilized in the potential form; as in a hydraulic press or steam boiler.

To say that all potential energy will turn out to be really kinetic may be true enough, but it is not at present a specially helpful truth, for even in cases—such as compressed air—when we actually know it to be kinetic, we are bound for all practical purposes to treat it as potential, since the available working-power of a spring, or of compressed air, or gunpowder, of *Leyden jars*, and of many other things, depends on their potential energy alone; and such other energy as they may possess is conveniently ignored, as not concerned in any practical transformations or activities which we can bring about; it remains as an untransferable, and therefore inactive or useless residuum.

This is the real meaning of available energy, it is the portion concerned in transformations, the portion which can be transferred, the portion which is able to transfer itself. Potential energy, as commonly spoken of, is always of this character. An unbound water-wheel has lost its potential energy; it contains a quantity of untransferable heat-energy. A hot body cooling is in the same case; so long as it is hot, some of its heat-energy is transferable; and the transferable portion may well be regarded as and styled potential. As soon as it is cold, its residual heat-energy is untransferable, and therefore useless.

Available or potential heat-energy readily transfers itself to space or to other bodies, just as compressed air readily leaks out of its reservoir; and in so doing becomes less available. Even if it is all received by other bodies in the room, the potential energy of the contents of the room is to the extent of the leakage diminished.

To say that heat-energy is constant in quantity is the same as saying that the molecules of an escaping gas need not part with their energy but may individually retain it. In the abstract case, this proposition is true; but just as it was only the compression part of gas energy that was potential, or available for us, so also it is only the high-temperature part of heat-energy that is similarly available.

It is customary and correct to say that the available part of heat-energy is converted into other forms when allowed to be active and do work. A distinction is thus apparently drawn between heat engines, on the one hand, and water engines, compressed-air engines, or electric engines, on the other; because in them the water, the air, and the electricity flow away undiminished in quantity, and only at a lower level, pressure, or potential.

This distinction is the cause of some confusion or bewilderment, and is very likely to be so. Professor Obersteiner has shown, in his interesting biography of Joule, how great were the difficulties felt by the most eminent men in realising that heat actually disappeared in a heat-engine; that less heat was given to condenser than was received from boiler; that not only temperature fell but *also* heat was lost; and we all know how Carnot's theory was based on the contrary hypothesis.

But one mode of avoiding what is reasonably felt to be an aged and puzzling distinction, is to say that in *all* the engines mentioned transformation of available energy occurs as soon as activity begins, and that that engine is perfect which enables all the energy available to transform itself in the desired way.

The potential energy of the mixed water, of the compressed air, of the separated chemicals, disappears, and transforms itself into the motion of a turbine, a bullet, or a motor-dynamo; the potential energy of the hot "working-substances" disappears in like manner, and results in the motion of fly-wheel, belts, and shafting.

It is inconvenient to speak of the energy of heat as kinetic. It is much of it kinetic, just as the energy of compressed air and everything else may be kinetic; but to us here and now its available portion is not kinetic. When we can deal with molecules it can be regarded how we please; after we have known potential, probably like the energy of a vibrating fork; or on the average half-and-half, like waves—but, till then, the kinetic energy of individual atoms is useless; it is the average energy of a group which alone is useful, and this is all that we attempt to utilize in every one of the cases cited. Practically useful kinetic molecular energy exists only when all the molecules are rushing one way; and that is never the case with heat.

By the energy of a spring we mean its energy over and above its useless energy of average temperature; by the energy of a storage-battery, we mean the portion corresponding to the reduced lead and the peroxide; by the energy of a steam engine, we mean to include the warmth of the water above absolute zero; we mean that portion of its total energy which we aim at utilizing, and so speaking, we say that a watch, or a dynamo, or a turbine is an efficient machine. By the energy of a hot body we ought to mean that portion of its energy which it has over and above its useless energy of average temperature, the portion which it is willing and able to part with, the only portion we hope to use or aim at using; and so speaking we might call a heat engine an efficient machine.

We get a notion of high efficiency in the case of, of high efficiency in the other—we confuse ourselves sometimes with statements about the dissipation of energy—all because we have vaguely *attributed* to the energy of average temperature in the case one but not in any of the others. We have done it naturally enough, because in that one case our attention was specially directed to the subject of heat; but it may be a help to realise that all the cases are essentially similar and on the same footing. True, a steam engine and boiler is not an efficient arrangement, only about 8 or 9 per cent. at the best, but that is because of the great unnecessary drop of temperature between furnace and boiler; starting with the temperature of the boiler, and ignoring all energy below the temperature of the condenser, it may be efficient enough, 80 or 90 per cent. I suppose. It is better not to pretend to be able to use average molecular energy until we have learnt how to do it.

The portion of heat which can at a single operation be converted into work is very nearly the same as that which leaks away when a body is allowed to cool; just as it is the potential portion which disappears from a standing *Leyden jar*, or a running-down weight, or a rusting spring, or a leaky reservoir. The difference between the cases is that whereas the potential energy of a *Leyden jar* and tank is constant, capacity for heat is apt to vary with the state of the body; hence intrinsic energy is not solely a function of temperature, but subordinately of volume also. This fact necessitates caution before the above statement can be regarded as complete.

What a body will freely yield throughout a cycle of operations, that can be utilized. We cannot advantageously gain energy by pumping it. Whatever must be pumped is unavailable. We require an artesian well or automatic supply of energy if we are to get work out of it.

This, then, is the reason why temperature plays so great a part in the availability of heat energy.

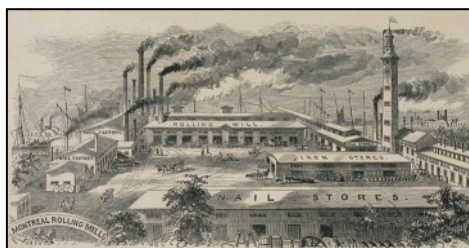
The Montreal Rolling Mills Co. of Montreal

shared by **Scott E. Douglas**, FCNRS, FRCNA, FONA

Did You Know..... that one of the Canadian exhibitors at the 1878 Paris Exposition Universelle was awarded a gold medal and yet would not appear on the prize list as having won a gold medal or any other class of medal at all?

The Montreal Rolling Mills Company was formed in 1868 by Morland, Watson and Company a wholesale hardware firm located in Montreal, Quebec. Their main product of business was horse shoes, shot, tacks and nails. The business was located on St. Joseph Street in Montreal and in 1870 it employed 300 to 400 hands. Three steam engines were used to turn 90 tons of iron into cut nails each week. Later, a lead works was created to manufacture paints, putty and lead pipe.

In 1910 five companies, Canada Screw Co., Hamilton Steel and Iron, Dominion Wire Manufacturing Co., Canada Bolt and Nut and Montreal Rolling Mills amalgamated to create The Steel Company of Canada known for almost a hundred years as Stelco.

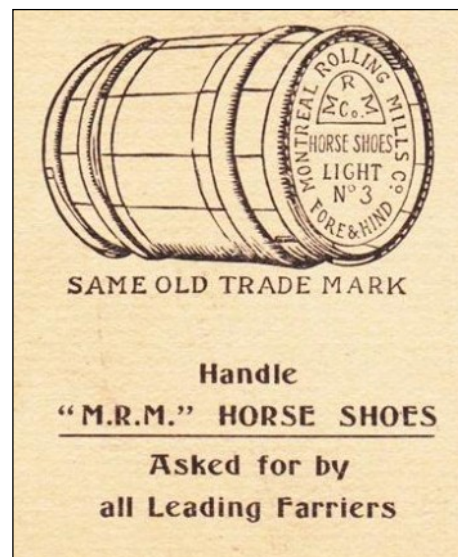


This beautiful gold plated bronze medal is 68mm by 4.5mm thick and weighs 130 grams.



Judging by the medal that exists for *Laminiers de Montreal* (Montreal Rolling Mills) from this Exposition of 1878 the Montreal company was awarded gold. However, the company does not appear on the prize list as having won a gold medal or any other class of medal. Unfortunately this was often the case as the awards list of most of the exhibitions and worlds fairs was frequently lacking in the proper recording of winners. Another possible explanation is given by Thomas Keefer, the executive commissioner for Canada in his Report to the Canadian Commission as *"The French authorities in transmitting the awards do not state the specific exhibits for which they (the awards) were granted, and the diplomas state nothing upon their face except the class in which the award is made. As there are several exhibits in the same class made by the exhibitor, there is no means of telling whether the award is for one or all."* What we also know is that just because you were awarded a medal does not mean you were presented with an actual medal. As a matter of course the recipient was responsible for ordering and paying the cost for a physical medal, especially gold or silver, if one was desired. The only real award from the judges was official 'bragging' rights. This partly explains why many awarded 'medals' often never appear in a material form to collectors today. ¹

¹ See *The CN Journal*, July-August page 373, *The Toronto Industrial Exhibition, How Important Was A Prize Medal?* Scott E. Douglas



MONTREAL ROLLING MILLS COMPANY,

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CUT NAILS.—Heavy and Light Clench Nails; Sharp and Flat Pressed Nails; Finishing and Flour Barrel Nails.

HORSE NAILS.—Woodford's Painted and Einished.

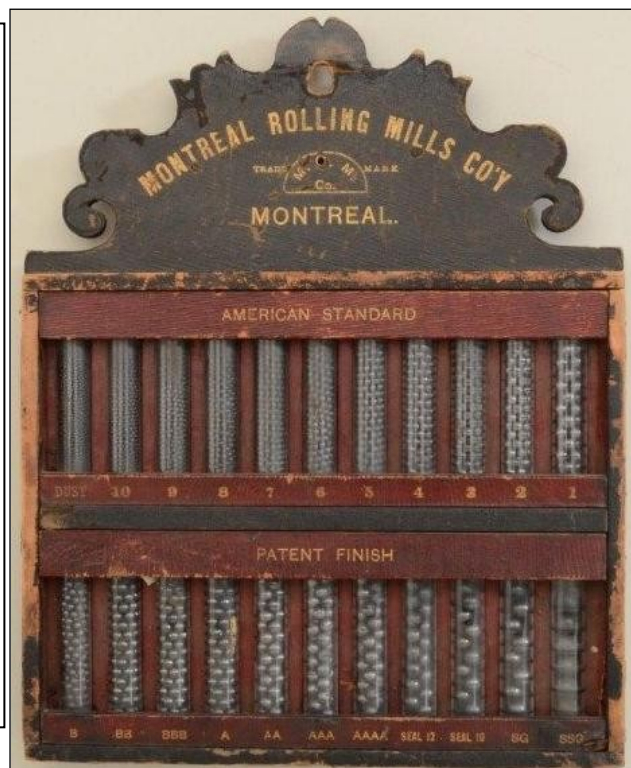
HORSE SHOES.—"Rhode Island" Pattern and "Winter" Pattern.

CUT TACKS.—Patent Beads, Clout Nails, Gimp Tacks, etc., etc.

IRON SHOE NAILS.—Zinc Shoe Nails, Shoe Tacks, etc.

WHITE LEAD—Ground in Oil; Shot, Putty, Lead Pipe, etc.

OFFICE, No. 409 ST. PAUL STREET,
MONTREAL.



Scott writes for *CCN, RCNA CN Journal, ONA Ontario Numismatist*, and our club newsletter *Did You Know...*.

We appreciate his valuable contribution.

ou can contact **Scott** at:

scott.douglas@sympatico.ca



South Wellington Coin Society's Charles Turton, Lowell Wierstra & Mike Hollingshead were having a great time at the show



The Coin Society's Robin Semedo (Editor), Charles Turton (Director) & Mike Hollingshead (President)



"Coin nerds" Bruno Kerkhof (with his very shy daughter), Robert Zmija, Matt MacNeal, John Semedo, Adrian Zjima, Charles Turton, Scott Douglas, Mel Brown & Robin Semedo



Robin Semedo & John Semedo were working the door with Murray McMurray, all of the South Wellington Coin Society

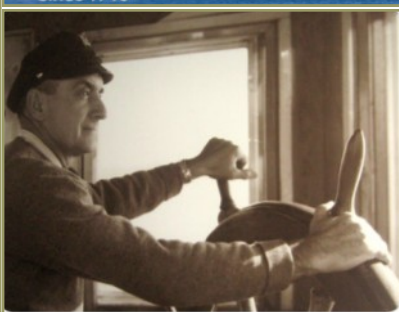
SWCS is fortunate to have so many members readily volunteer to help out wherever needed!



The Coin Society's Mel Brown (Director), John Semedo (Secretary), Lowell Wierstra (Chair) & Eddy Wiesblatt (Director)




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"Daldean" launched 1952



"Ontamich" launched 1939

Ferry Token

What is interesting about this token, several can be found on the internet as 1946 and in this month's auction ([see page 12 of this issue](#)) we have one listed. But if you look at this masthead for the company, it says "since 1948" so how could these tokens be 1946? The other interesting thing is the company name is one word Bluewater but the tokens were two words, BLUE WATER. The company's history says for 62 years they have operated on the Canadian side at 3490 King Street, Sombra, Ontario and on the American side at 451 South Water Street, Marine City, Michigan. Now these transit tokens (based on Cdn. \$) vary in value and prices. Depending on its condition (grade AG, G-4, VG, F-, VF-, EF, AU), lustre, its scarcity, supply and demand and errors and varieties, the value of a Blue Water Ferry—Sombra - Ontario circulated bronze token. Generally an AU is worth \$5.

Obverse: BLUE WATER FERRY CO. INC. — legend

Reverse: GOOD FOR ONE FARE WITHIN 90 DAYS - legend



Rusty Can Gold

shared by Dave Marcella

1,427 gold coins, which were mid-to-late 19th century buried in 8 cans, named "Saddle Ridge Hoard" worth \$10 million, was discovered by a couple while walking their dog in February 2014 on their property in the Californian "Gold Country". The numismatic firm Kagin's (Don Kagin and David McCarthy) is representing the couple. This find is believed to be one of the greatest buried treasures ever unearthed in the U.S. The \$5, \$10, and \$20 denomination coins (uncirculated and in mint condition) have a total face value of \$27,000 and date from 1847 to 1894. The majority are \$20 denomination Liberty Double Eagles struck at the San Francisco Mint between 1855 and 1894, though one \$5 piece came from Georgia. Predictions claim some of these coins may sell at auction for about \$1 million. PCGS (David Hall, co-founder), which certified the "little mother lode", rates more than a dozen as either the finest or tied for the finest known examples of the coins. The couple came across the find on Saddle Ridge when they spotted an old can sticking out of the ground on a trail they have walked almost every day for many years. The wife was looking down in the right spot and saw the side of the can, so she bent over to scrape some moss off and noticed that it had both ends on it. The husband recalled years ago on his first hike, noticing an old tree growing into the hill. It had an empty rusty can hanging from it that the three had grown around (that was right at the site where the couple found the coins). At the time, the couple thought the can might have been a place for someone to put flowers in for a grave site (something which would have been typical at the time). There was also an unusual angular rock up the hill from where the coins were buried. It wasn't until the couple found the coins that they realized this rock was likely a marker, starting at the rock, if you walk 10 paces towards the North Star, you wind up smack in the middle of the coins. Who buried the coins remains a mystery. It is rare to find such coins older than 1870, because until then paper money was illegal in California. It wasn't really until the 1880s that you start seeing coins struck in California that were kept in high grades of preservation. Some of the coins were on display at the ANA's National Money Show. The couple, who are in their 40s and had dabbled in panning for gold, plan to keep a few coins but intend to sell most on Amazon. They expect to use the proceeds to retire debts and help people in their community who are hungry and don't have enough to eat, along with the arts and other overlooked causes. They do not plan to change their lifestyle and hope everyone will treat them the same as always. The couple offered one "priceless piece of wisdom", "whatever answers you seek, they might be right at home, don't be above bending over to check on a rusty can!"



Local / Special Coin Shows & Conventions

- APRIL 4 - 6, Windsor, ON - **Ontario Numismatic Association** 52nd Annual Convention, Saint Clair Centre for the Arts, Canadian Club Room, 201 Riverside Dr. Hours: Fri. not open to public, Sat. 10 a.m. to 4 p.m., Sun. 10 a.m. to 3 p.m. Educational program, numismatic meetings, exhibits, and 54 tables. Admission \$2 for adults, juniors under 18 and students with ID free. See website for exhibit application and registration in January. Sponsor/Affiliate: Ontario Numismatic Association and Windsor Coin Club. For more information contact Brett Irick, telephone 313-207-3562, email xr7gt@prodigy.net. Websites: <http://the-ona.ca> and <http://windsorcoinclub.com>.
- APRIL 13, Chatham, ON - **Kent Coin Club** Annual Spring Coin Show, Active Lifestyle Centre, 20 Merritt Ave. Hours: 10 a.m. to 4 p.m. Free admission and parking, free token or foreign coin to all children entering the show, compliments of the Kent Coin Club. Twenty-five dealer tables (coins and paper money for all interests). Sponsor/Affiliate: Kent Coin Club. For more information contact Lou Wagenaar, president, telephone 519-352-5477, address 27 Peters St., Chatham ON N7M 5B2.
- MAY 4, Windsor, ON - **Windsor Coin Club** 64th Annual Spring Coin Show, Caboto Club, 2175 Parent Ave. Hours: 10 a.m. to 4 p.m. Free parking, 39 tables, admission \$1, juniors under 12 free. Sponsor/Affiliate: Windsor Coin Club. For more information contact Brett Irick, telephone 313-207-3562, email xr7gt@prodigy.net. Website: <http://windsorcoinclub.com>.
- MAY 10, Toronto, ON - Edithvale Hobby Show, Edithvale Community Centre Banquet Room, 131 Finch Ave. W. Hours: 9 a.m. to 3 p.m. Free admission, free parking, all sorts of collectibles and featuring coins, paper money, stamps, etc. Sponsor/Affiliate: **North York Coin Club**. For more information contact Paul Petch, telephone 416-303-4417, email p.petch@rogers.com. Website: <http://northyorkcoinclub.com>.
- JUNE 28 - 29, Toronto, ON - **Torex** - Canada's National Coin Show, Hyatt Regency Toronto On King, 370 King St. W. Hours: Sat. 10 a.m. to 5 p.m., Sun. 10 a.m. to 3 p.m. Canada's Finest Dealers in Canadian, ancient, and foreign coins, paper money, hobby supplies and reference books; admission \$7, under 16 free; official auctioneer: Lower Canada Auction. For more information telephone 416-705-5348. Website: <http://www.torex.net>.
- AUG. 13 - 16, Toronto, ON - **Royal Canadian Numismatic Association** 2014 Convention, Delta Meadowvale Hotel, 6750 Mississauga Rd. Hours: Thurs., Fri. and Sat. 10 a.m. to 4 p.m. Admission \$6, juniors under 18 free. More than 60 dealer tables from across North America, competitive and non-competitive displays, annual meetings of national collector groups. Official auctioneer: The Canadian Numismatic Company. Register early to win an iPad and make it a family event at this resort location. Sponsor/Affiliate: RCNA & North York Coin Club. For more information contact Paul Petch & Henry Nienhuis, telephone 416-303-4417, email 2014convention@rcna.ca. Bourse Chairman Len Kuenzig, email len.kuenzig@sympatico.ca or telephone 905-601-4893. Website: <http://www.rcna.ca/2014>.
- OCT. 18, Oshawa, ON - COIN-A-RAMA, Five Points Mall, 285 Taunton Rd E. at Ritson. Hours: 9:30 a.m. to 5 p.m. Free dealer and membership draws and new hourly public draws, free admission, featuring paper, coins, tokens, medals and many other items. Sponsor/Affiliate: **Oshawa & District Coin Club**. For more information contact Sharon, telephone 905-728-1352, email papman@bell.net.
- OCT. 19, Stratford, ON - Stratford Coin Show, Festival Inn, 1144 Ontario St. Hours: 10 a.m. to 4 p.m. Admission \$2, under 16, free banknotes, tokens, coins, books and supplies. Sponsor/Affiliate: **Stratford Coin Club**. For more information contact Larry Walker, telephone 519-271-3352, email lswalker@cyg.net.
- OCT. 25 - 26, Toronto, ON - **Torex** - Canada's National Coin Show, Hyatt Regency Toronto On King, 370 King St. W. Hours: Sat. 10 a.m. to 5 p.m., Sun. 10 a.m. to 3 p.m. Canada's Finest Dealers in Canadian, ancient, and foreign coins, paper money, hobby supplies and reference books; admission \$7, under 16 free; official auctioneer: The Canadian Numismatic Company. For more information telephone 416-705-5348. Website: <http://www.torex.net>.
- NOV. 9, Windsor, ON - **Windsor Coin Club** 64th Annual Fall Coin Show, Caboto Club, 2175 Parent Ave. Hours: 10 a.m. to 4 p.m. Thirty-nine tables, admission \$1, juniors under 12 free. Parking is free. Sponsor/Affiliate: Windsor Coin Club. For more information contact Brett Irick, telephone 313-207-3562, email xr7gt@prodigy.net. Website: <http://windsorcoinclub.com>.



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The Wellington Circular

SWCS AUCTION FOR APRIL 2ND, 2014

LOT	DESCRIPTION	EST. VALUE	RESERVE	BID	WON
1	Coin of Cleopatra replica ?		A L L P R O C E E D S T O S W C S		
2	Chinese ring money replica				
3	Drachm of Alexander the Great replica ?				
4	Silver Denarius of Marc Antony exact replica				
5	Silver coin of Croesus last king of Lydia replica ?				
6	Sheet of 20 different world coins				
7	Yugoslavia 1944 one dinar note	\$5.00			
8	Festival of States 1950 wood nickel	\$12.00			
9	5 wood nickel Warren County Iowa 1949 Centennial				
10	Amsterdam N Y 150th anniversary 1954 wood nickel				
11	Laos 1962 three bank notes 5 kip & three 1 kip all unc				
12	Paraguay three one guarani all unc	\$6.00			
13	Hong Kong three one cent notes 1961-1981 unc				
14	Greece 1944-1945 one drachma unc				
15	Hungary 1852 Ket Forint (Hungarian Fund) <i>see story in this issue</i>	\$149.00			
16	Bolivia 1928 boliviano unc	\$28.00			
17	Japan 1938 10 yen military payment certificate	\$5.00			
18	Japan 1938 5 yen military payment certificate	\$10.00			
19	Bulgaria 1951 leva notes 3, 10, 25, & 100 unc				
20	Turkey 1916 twenty para	\$8.50			
21	Turkey 1916 forty para	\$1.50			
22	Egypt 1917 five milliemes	\$1.50			
23	Egypt 1917 two piastres 0.833 silver	\$3.50			
24	Egypt 1924 five milliemes	\$6.00			
25	Egypt 1923 two piastres 0.833 silver	\$6.00			
26	Great Britain 1937 three pence .500 silver	\$1.75			
27	Italy 1927 ten centesimi	\$4.00			
28	Italy 1928 ten centesimi	\$20.00			
29	Netherland Antillen 1967 1/4 gulden .640 silver	\$5.00			
30	Bag of 4 tokens				
31	Two Blue Water Ferry Co. Inc. tokens 1946 <i>see story in this issue</i>				
32	Esso Auto Club medallion #357534	\$8.00			
33	New Mexico 1935 one mill tax token	\$20.00			
34	Earls Court Big Wheel 1903 medallion <i>see story in this issue</i>	\$10.00			
35	Italy 1924 ten centesimi	\$4.00			
36	France assortment of 16 different coins				
37	World assortment of 16 different coins				
38	World assortment 17 British coins				
39	World assortment of 35 different Spanish coins				
40	Seven Russian coins & five Moroccan				

Our March 5th Auction was also an "All Proceeds To The Club" auction which generated \$105.50 to SWCS. Thank you for your support!

For auction submissions contact Lowell Wiestra at 519-824-6534